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MOTION FOR A RESOLUTION

tabled by Mr Sergio PININFARINA

pursuant to Rule 47 of the Rules of Procedure

on the improvement of port and road infrastructures  
in Liguria and Piedmont in a European perspective



## The European Parliament

- A. whereas the improvement of the port infrastructure of Liguria and the simultaneous completion of road and rail links between the Ligurian ports, Piedmont and Europe are becoming increasingly urgent as a priority option to promote the future development of the regions concerned, particularly in view of the critical position of the Community economy at present,
- B. whereas the aforementioned improvement would complement the possible future construction of the Spluga rail link, because the strengthening of the infrastructure between Liguria and Piedmont would certainly benefit both the region of Lombardy and the new North-South European axis constituted by the Spluga link,
- C. having regard to the scale of the work to be performed and its importance for the balanced development of the regions of Europe,
- D. whereas a Community initiative in this area would be totally consistent with the criteria laid down in the Klinkenberg report concerning the priorities for European projects, particularly with reference to:
- main transport links within the Community
  - local border crossings at the internal frontiers of the Community
  - main air and sea links with third countries
  - internal Community projects of importance for the Community's regional policy,
- E. having regard to the numerous detailed parliamentary initiatives that have already been debated by the European Parliament, with the aim of encouraging the EEC to finance transport infrastructure (especially roads, motorways, tunnels, railways and airports), with particular reference amongst many others - to those by Mr Cot on the delays in the creation of access roads to the Frejus tunnel; by Mr Bettiza on Community action for the relaxation of tariffs to help the port of Trieste; by Mr Ceccovini on the link between Trieste and Central Europe;

by Mr Bonaccini, Mr Carossino, Mrs Cassamagnago, Mr Diana, Mr Giavazzi, Mr Leonardi, Mr Macario, Mr Ripa, Mr Sassano and Mr Travaglini on the Spluga rail tunnel; by Mr Carossino, Mr Cardia, Mr Fanti, Mr Ceravolo, Mr De Pasquale, Mr Gouthier and Mr Spinelli on the inclusion of ports and airports amongst the infrastructures which may be financed by the Community and, naturally, the Klinkenberg report by the Committee on Transport, whic calls for the definition of a Community policy on transport infrastructure and for direct Community action in this important sector,

F. having regard to the position expressed by the European Parliament's Committee on Transport on the Commission's Memorandum, with regard to direct EEC intervention to finance transport infrastructure through the use of an ad hoc intervention instrument, with resources raised from the taxation of mineral oils and through the rational coordination of the existing Community instruments, including the ERDF, EIB, 'Ortoli facility' and EMS subsidies,

· Having regard to the above considerations:

1. Stresses the priority importance of Community action in the regions of Liguria and Piedmont in the field of port, motorway, road, rail and trans-alpine infrastructures;
2. Calls therefore for substantial Community intervention to finance the necessary infrastructures, to be considered additional to any initiatives undertaken by the individual Member States, and ensuring that the practical implementation of existing programmes is speeded up to keep down construction costs and make the benefits deriving from the completion of port and road infrastructures rapidly available;
3. Points out that the current shortcomings of port structures in Liguria are an increasingly urgent problem in the light of the vital need for sea links on the routes between Europe and the Middle East, North Africa and Suez and in view of the development of industrialization along the Mediterranean coast of Africa.

4. In the light of the above:

Two fundamental considerations emerge from an analysis of the present and foreseeable development of the Ligurian port system:

(a) The Ligurian ports, together with Marseille and Livorno, can be seen as constituting the South-West coast of Europe, rather than belonging to particular individual countries; indeed, the volume of traffic they deal with is evidence of the essential role they play on behalf of the whole continent;

In 1977, 76.6 million tonnes of merchandise passed through the Ligurian ports. In the same period Livorno and Marseille handled 11.3 and 97.4 million tonnes respectively. Between them, these ports handled 23.2% of all the merchandise passing through European ports. Of the Mediterranean ports, Genoa in particular plays an important role in the field of dry cargo, from bulk goods to containers. This is a vital sector, given that Genoa handles 258 thousand units of cargo per year, the equivalent of 30% of all port traffic in the Northern Mediterranean. However, in order to retain this share of the market in the 1980s, it is clear that Genoa and Savona will have to raise their annual capacity, over and above their quota of ferry traffic, which will be possible only if the port structures are substantially improved.

(b) Whereas the trend for Marseille, and to a lesser extent Livorno, is one of constant growth, the development of the Ligurian ports has been held back by severe difficulties of organization and, in particular, infrastructure. There is a clear danger of causing serious regional imbalances in the economic system and infrastructure of South-West Europe.

5. In the light of the above considerations, the European Parliament believes it necessary to overcome a number of specific restrictions and obstacles in order to create the conditions for the genuine development of the Ligurian ports.

In the past these restrictions have occurred in two areas: organization and infrastructure.

(a) As far as organization is concerned, the problem is one of increasing the productivity of port operations to attain a sufficient degree of efficiency. To achieve this aim it is first of all necessary to reduce the present conflicts between the various public and private users. This is an internal problem in which direct Community intervention is of little use. However, in view of the political significance assumed by the issue, attention must be forcefully drawn to its existence.

(b) Secondly, action must be taken on infrastructures to create the basic conditions for the quantitative and qualitative improvement of work in the ports.

The most serious problem for the Ligurian ports is the lack of space in the immediate vicinity of the docks. A comparison with the ports of Northern Europe on this point produces alarming results: Genoa and Savona have 100 sq. m. of surface area available for every linear metre of quay, while Rotterdam has 400 sq. m.

Action must first of all be taken therefore to improve the capacity of the quays, giving due consideration to the possibility of using inland areas of Liguria and Piedmont;

6. Although an important role can be played in the first place by the regional and local public authorities of Piedmont and Liguria, particularly in defining joint regional planning programmes, it is within the framework of these programmes that a place can be found for specific projects financed by the Community instruments and aimed at strengthening port structures, completing road links with Europe and establishing intermediate centres to improve the organization of traffic and the transportation of goods;

7. A decisive step in the direction indicated above, as far as port structures are concerned, would be the completion of the Genoa-Voltri and Savona-Vado ports, on which work has been in progress for some time but has been continually held up by serious financial problems.

An idea of the true scale of the problem can be obtained from the following considerations:

(a) The pilot project for the Ligurian ports system, drawn up in 1980 by Italimpianti at the request of the Region of Liguria and the Ministry of Shipping, contains the following calculation of foreseeable costs for the completion of the Ligurian port structures programme: expenditure of around 620 thousand million lire, at 1980 prices, for the period 1980-1990, for the completion of work on docks I-II-III-IV (1150m.) at Voltri and Capo Vado (610m.), bulk goods docks I and II at Vado and docks I-II-III at Vado North (800m.), phases 1 and 2 at La Spezia and phases 1 and 2 (completion) of the port of Imperia.

(b) The finance actually granted has fallen far short of the requirements laid down, not least because of delays in the allocation of national funds.

The release of funds for the construction of port structures is governed by state laws, the last of which, Law no 843 of 22 December 1978, made provision for appropriations of 885 thousand million lire for the three-year period 1979-81, of which less than half was to be used for the Ligurian ports. This state aid has also been supplemented in recent years by appropriations in the order of 6-7 hundred million lire from the Region of Liguria;

8. In view of the lack of space for the movement of goods from which the Ligurian ports suffer - a deficiency due to the orographic features of the region and therefore irremediable - serious consideration should be given to the possibility of making proper use of intermediate ports and goods depots. The proposal to improve inter-port structures in the Tortona-Ovada-Alessandria triangle and the rapid completion of the intermediate goods centre in Turin are of particular importance in this connection. Infrastructures of this type could play an important role in linking and rationalizing the traffic of goods between Europe and the Ligurian ports, by organizing the forwarding of loads to and from the ports and acting as a valve regulating the flow of traffic and absorbing excesses or dealing with more complex operations involving the transition from one mode of transport (rail) to another (road);

9. Finally, it should be stressed that, in addition to the improvement of port infrastructures, the main rail links between the Ligurian ports and Piedmont need to be modernized and completed, particularly those situated on the main routes into Europe like Sempione, Mont Blanc, Frejus and the Ventimiglia pass.

In this connection, the realization of the following projects is of particular importance:

(a) Rail sector

- Rail link between Voltri and Rivarolo for port traffic, to connect initially with existing lines and in anticipation of the construction of a third pass;
- Extension of the Savona-S. Giuseppe rail line to Ceva and Alessandria to provide a direct link from the port of Savona to Turin and Domodossola;
- A third Giovi rail pass to offset the reduced capacity of existing links between the Ligurian ports, particularly Genoa, and the rail routes towards Turin-Modane-Chambery and Novara-Domodossola-Briga;
- Development of the Genoa-Ventimiglia railway line beyond the Finale Ligure-San Lorenzo al Mare section, to provide a modern, high-capacity railway linking Piedmont and Liguria with Nice, Marseille and the western Mediterranean regions;

(b) Road sector

- Turin-Frejus link, providing a direct link for traffic between the Ligurian ports and the North of France;
- Voltri-Sempione motorway: completion of the section Stroppia-Gravellona Toce, providing a direct link between the port of Genoa, the new port at Voltri and the Sempione pass;
- Development of the Turin-Savona road link, to provide a direct link from the port of Savona, the capacity of which has been increased by the new docks at Vado, to Turin and Frejus;
- Carcare-Predosa link, to provide a direct connection for road traffic between the port of Savona-Vado and the main Novara-Sempione route;



- N.28 trunk road Imperia-Pieve di Teco-Ormea-Ceva, to provide a direct link between the port of Imperia and Turin and an alternative route between Turin, the Ventimiglia pass and the South of France;
- N.29 and 30 trunk road Savona-Acqui-Alessandria, to provide a direct link between the port of Savona and the highly-industrialized Po Valley area;

10. Believes firmly, therefore, that the action required to restructure the North-South transport system in Europe must involve rapid and substantial intervention in the North Mediterranean area (the Ligurian ports in coordination with Livorno on the one side and Marseille on the other) backed up by the completion of efficient motorway links and the alpine tunnel system;

11. Notes the urgent need for a Community regulation concerning financial support for infrastructure projects of not only national, but international interest;

12. Calls for the coordination of the necessary intervention at three levels - Italian Government, Italian local and regional authorities and Community institutions.

